

WEATHER FORECAST

Generally fair tonight and Sunday;
cooler in peninsula tonight.

OCALA, FLORIDA, SATURDAY, SEPTEMBER 16, 1916

VOL. 22, NO. 215

BRITISH ACTIVE IN THE BALKANS

Defeats for Teutons, Turks and Bulgars Everywhere Except in the Dobrudja

(Associated Press)

London, Sept. 16.—Renewed activity on the right flank of the Macedonian front is reported. The British have again thrown skirmishers across the Struma and raided villages occupied by Bulgarians. A continuous bombardment in the Dorian region indicates the probability that the British are about to strike with infantry here. A telegram from Emperor William to the empress, says the Germans won a decisive victory over the Allies in Rumania. Recent advances from the capitals of the central powers indicated a steady advance in Dobrudja. Petrograd reports the situation on the Russian and Galician fronts unchanged.

SLIGHT GAINS ON THE SOMME

The war office announces that as a result of their offensive north of the Somme yesterday along a six-mile front the British hold all of the villages of Courcellette, Martinpuich and Fleurs.

BERLIN ADMITS IT

Berlin, Sept. 16.—The war office announces that German troops were forced to evacuate Courcellette, Martinpuich and Fleurs.

BULGARS BEATEN

Paris, Sept. 16.—The Serbians have routed the Bulgarians northeast of Florina, on the Macedonian front, making an advance of six miles. The French and Russians also defeated the Bulgarians.

READY TO RETREAT

London, Sept. 16.—A newspaper dispatch from Amsterdam reports the German guards along the Dutch frontier of both Belgium and Germany have been withdrawn. Many Belgians are fleeing into Holland.

RUSSIANS AND ROUMANIANS WERE ROUTED

Berlin, Sept. 16.—The Teutonic allies gained a decisive victory over the Russians and Rumanians in Dobrudja, says an official telegram from Emperor William to the empress.

GERMAN ATTACKS FAILED

Paris, Sept. 16.—The war office reports the repulse of German attacks east of Clercy and near Berny on the Somme front.

COULD USE HIS NAME FOR A CLOTHESLINE

London, Sept. 16.—A news agency dispatch from Athens indicated that A. Callaghyopoulos has been instructed with the formation of a new cabinet.

BOSTON FEELS THEM BITE

Complaints of Discriminatory Freight Rates to the Interstate Commerce Commission

(Associated Press)

Washington, Sept. 16.—The Boston Chamber of Commerce and other organizations have complained to the interstate Commerce Commission on loss and commodity freight rates of the New Haven and other railroads of New England through Boston and Providence to Georgia, Florida and other southern states are discriminatory in that they exceed the rates through New York City.

EXPLOSION AT OAKDALE

Several Men Blown to Bits When Chemicals Became Mixed

(Associated Press)

Pittsburg, Sept. 16.—Bits of bodies hanging to telegraph wires, pieces of flesh scattered through the ruins of a building and six men missing are some of the result of an explosion last night at the plant of the Aetna chemical Co. at Oakdale. One man died in a hospital.

CONTROLLER WANTS THEM TO COUNT THE CASH

(Associated Press)

Washington, Sept. 16.—The controller of the currency today issued a call for the condition of all national banks at the close of business Sept. 20th.

When ready to connect your plumbing with sewers or need tin work, roofing, tanks, gutters, etc., plumbing, gas fitting, stove or general repairing, phone 494 for P. A. Durand, the plumber.

DISTINGUISHED DEAD OF IMPORTANCE TO OCALA

Mrs. Howe, President Wilson's Sister, and General Basil Duke, are No More

(Associated Press)

New London, Sept. 16.—Mrs. Anne Howe, sister of President Wilson, died at the hotel here this morning. Mrs. Howe had been ill about a week with peritonitis, and the end has been momentarily expected for the past two days. Her two sons, George Howe of North Carolina and Wilson Howe of Richmond, her daughter, Mrs. Cothran, of Philadelphia, and Miss Margaret Wilson were with her. Mrs. Howe came here from her Philadelphia home early in the summer with Miss Wilson.

FUNERAL IN COLUMBIA, S. C.

The body will be started for Columbia, S. C., today, and is expected to arrive about noon Monday. President Wilson will join the party en route.

PRESIDENT WAS SHOCKED

Long Branch, Sept. 16.—The president was greatly shocked when told of his sister's death. He thought she would live for several days. He plans attend the funeral at Columbia, S. C.

GENERAL BASIL DUKE

New York, Sept. 16.—Basil Wilson Duke, a brigadier general in the Confederate army and noted Kentucky lawyer, died in a hospital here today. He was seventy-six years of age.

CENTRAL FLORIDA

CHAMBER OF COMMERCE

Proposed at the Meeting of the Board of Trade Last Night

A Central Florida chamber of commerce was proposed at the meeting of the Marion county board of trade last night. Mr. H. W. Weathers, who recently attended the meeting of the retail division of the South Florida Chamber of Commerce in Tampa, believes that Ocala and Marion county and the towns, cities and counties adjacent should have an organization for the purpose of promoting the interests of this section of the state. Mr. Weathers thinks that the interests of Central Florida are in many ways different from other sections of the state.

Mr. Weathers' proposal was unanimously approved, and L. R. Trammell, secretary of the board, will get in touch with the various towns and cities, asking for their co-operation.

Mr. Weathers pointed out that Central Florida has a different form of agriculture, and that even the climate is different. He spoke very enthusiastically of the spirit of co-operation animating the members of the South Florida Chamber of Commerce.

CAMPAIGN CONTRIBUTIONS

We, the undersigned citizens of Marion county, Fla., endorsing the administration of the Honorable Woodrow Wilson as president of the United States and desiring to perpetuate the principles of democracy, do hereby subscribe the sums annexed to our names to aid in the national democratic campaign, to be paid by Sept. 20th, 1916:

The following contributions have already been made:	
President of Board of Trade...	\$25.00
Ocala Evening Star...	5.00
Ocala Banner...	5.00
W. D. Caldwell...	2.00
Ed. D. Rou...	5.00
L. R. Trammell...	3.00
H. M. Weathers...	3.00
D. Niel Ferguson...	3.00
Louis H. Chazal...	3.00
W. J. Crosby, Citra...	1.00
W. L. Colbert...	2.00
C. B. Ayer...	1.00
J. P. Galloway...	3.00
H. G. Nugent...	1.00
George L. Taylor...	1.00
E. C. Bennett...	1.00
H. C. Sistrunk...	1.00
E. T. Helvenston...	1.00
Harry O. Cole...	1.00
W. W. Condon...	1.00
W. T. Gary...	3.00
John R. Rodgers...	10.00
E. Jeffords...	5.00
J. H. Brinson...	1.00
D. M. Barco...	1.00
Alfred Ayer...	3.00

PLUMBING AND ELECTRICAL CONTRACTING

When you have plumbing or electrical contracting let us furnish you estimates. No job too large and none too small. H. W. Tucker.

Easter Lily Bulbs 75 cents per dozen at Bittling & company, the druggist and seedmen. 9-12

A broken Thermos bottle is no good—bring it to us and we will make it "as good as new." The C. Curt Pharmacy.

Likely to Have Connection with Dunnellon and Inverness by the Seaboard Air Line

Following the recent announcement that the Ocala Southwestern railroad was moving to connect with the Seaboard Air Line near Dunnellon, comes now the circulation of a petition to Mr. W. J. Harahan, president of the Seaboard, asking that his road place in service a train from Inverness to Ocala over the tracks of the Ocala Southwestern. The petition is being signed by citizens of Inverness, Dunnellon, Inglis and other towns between Inverness and this city. It was placed before the members of the Marion county board of trade last night, and was unanimously endorsed. The connection of the Southwestern with the Seaboard will be completed within four or five months, according to information obtained by L. R. Trammell, secretary of the board of trade.

The petition is as follows:

Mr. W. J. Harahan, President Seaboard Air Line Railway, Attention Mr. C. R. Capps, Vice President Seaboard Air Line Railway: We, the undersigned, appreciating the progressive work and affiliation of the Seaboard organization, and in view of the recent acquisition of the Standard & Hernando railroad, with the contemplated construction and connection of the Ocala & Southwestern railroad at Dunnellon, both lines terminating at Dunnellon, hereby petition that you investigate and place in operation a train leaving Inverness 8 a. m., via Dunnellon and Ocala Southwestern to Ocala, arriving at Ocala about 10:30 a. m., returning leaving Ocala 4 p. m., arriving Inverness about 6:30 p. m.

That you place in operation a train or gasoline car leaving Inglis about 8 a. m., connecting at Dunnellon with the Ocala train both morning and evening.

That you place in operation a train or gasoline car leaving Archer 7 a. m., connecting at Dunnellon with Ocala train both evening and morning.

This service and schedule will obviate the necessity of the Inverness and Archer train, and will permit this section of Citrus, Marion and Levy counties to connect with all your main line trains for all points at Ocala, both freight and passenger. Further will permit of developing the Gulf Hammock and Inverness sections, establishing the fish industry at Port Inglis, as well as all adjacent territory.

The undersigned constitute themselves as a committee to assist, and pledge all business to this operation, and solicits your usual progressive attitude to this petition.

CARD OF THANKS

We shall ever remember with gratitude and affection the tender sympathy and words of sweet consolation extended to us in our later bereavement—the removal of our loved one from us in what is mislabeled death. "There is no death; an angel form walks o'er the earth with silent tread; He bears our best loved things away, And then we call them dead."

Mrs. G. F. Williams.
Beatrice Williams.
Orrie Williams.
George Williams.

IMPROVEMENT ENDORSED

The board of trade at its special meeting last night unanimously endorsed the proposed city park, to be located on the Taylor pond property, and the Woman's Club will be given all possible assistance in its undertaking.

Col. Rogers stated that a member of the park committee of the Woman's Club has asked for the co-operation of the board of trade. He said that he had been informed that the ladies would start work shortly on the building of the park. Mr. David Henney, engineer, will assist the Woman's Club in disposing of the drainage problems in connection with the project.

FOR RENT

Ten-room residence on Adams street. Furnished or unfurnished. Has attractive large living room with six windows, bath room, hot and cold water, tiled hearths, gas, electric lights, kitchen and pantry finished in white enamel. All bed rooms have from four to seven windows. Two sleeping porches. House screened throughout. Nearly four acres of grounds—chicken houses and runs. Moderate rent to desirable tenant. Apply to Miss Jefferson Bell. Phone 278. tf

W. K. LANE, M. D., Physician and Surgeon, specialist Eye, Ear, Nose and Throat. Law Library Building, Ocala, Florida.

ARTHUR COBB'S OFFER WAGING A FIERCE LABOR WAR

Public-Spirited Citizen Wants to Aid in Needed Accommodation for the Country

Mr. Arthur C. Cobb, of the firm of Nichols & Cobb, says that his firm will give a half block of its property, rent free, for the purpose of providing a place for the people from over the county to hitch their teams, and park their cars, when they come to Ocala to shop. Mr. Cobb makes this proposition on condition that the city erect a suitable shed on the property.

It has been recently stated that there exists no convenient place in the city for the people from the country to leave their teams.

WITH COOLER WEATHER

Sessions of the Board of Trade will Not be so Seldom

The attendance at the special meeting of the board of trade last night was larger than usual. The attendance, however, was not as large as it should be, as President Rogers and others pointed out. Col. Rogers expressed the hope that with the cooler months now here more interest would be taken in the work of the organization, and more support given it. He urged the members of the board to drop into the office of the organization from time to time to see the work being done.

Mr. Hibbert Weathers thought that much more enthusiasm would be aroused, and much more accomplished, if meetings of the organization were held more frequently.

Those present at the meeting last night were: President R. F. Rogers, L. R. Trammell, secretary, Mrs. Anna Tweedy, H. W. Weathers, David S. Welch, D. E. McIver, L. M. Murray, B. H. Seymour, J. P. Galloway, Marcus Frank, W. D. Caldwell, Arthur C. Cobb, Dr. J. E. Chace, W. W. Clyatt, E. M. Howard, Frank E. Harris, Eric Collier, Louis H. Chazal.

MAXWELL FACTORIES BREAK RECORD FOR PRODUCTION

Turns Out 532 Cars for Shipment on Banner Day—Production 100 Per Cent Greater than Last Year

The Maxwell Motor company, Inc., broke all its records for production, when 532 cars were turned out of its big Detroit plant on Saturday, Aug. 26th. While this is the biggest day the company ever experienced in the volume of its output of automobiles, it exceeded the day previous by only a slight margin. On Friday, August 25th, 501 automobiles were turned out of the Detroit factory.

This is only an indication of the great volume of business that is being done by the Maxwell company. There has been an increase of 100 per cent in the daily output of the company. The average production at the Oakland avenue plant in Detroit is now 400 cars a day and has been for the last month. A year ago the average was only 200 cars a day.

A great increase in the demand for Maxwell cars followed the generous reduction in prices on the touring car and roadster that became effective July 1st last and that the factories are able to meet the demand is due to the fact that increased manufacturing facilities have recently been installed.

All Maxwell cars are assembled in the plant at Detroit, while most of the parts are manufactured in the company's factories at Dayton, Ohio, and New Castle, Indiana. The factories at Dayton and New Castle are now supplying the Detroit plant with 400 complete units every day.

The recent addition of a new progressive assembly track and a new body assembly track has enabled the Detroit factory to turn out cars at an increased speed. There are now two progressive assembly tracks and two body tracks, where before there was only one of each.

About 120,000 cars will be turned out of the Maxwell factories this year. Approximately 60,000 cars were manufactured last year and the increased production is ample evidence of the growing popularity of the Maxwell product.

Most of the cars turned out in the two banner production days were touring cars and roadsters, although a number of the enclosed types put out by the Maxwell was included in the allotment.

HAVING TROUBLE WITH YOUR CAR

Then bring it to me. Remediating automobile troubles is my business. Honest, efficient service; you pay for the time put in on your car only. J. A. Bouvier, Anthony road, phone 393, Ocala, Fla. 9-16-tf

For delicious hot biscuits use Juba Self-Rising Flour. At all grocers. *

OCALA IS INTERESTED PALAVICINI SPOKE LIKE A PATRIOT

Inland Waterways, Said Admiral Benson, to the Atlantic Association, are of First Importance

(Associated Press)

Philadelphia, Sept. 16.—Construction of a great system of inland waterways and coastal canals for commercial use in time of peace and to meet an imperative need in war was advocated by Admiral Benson, chief of naval operations, in a speech here last night before the Atlantic Deeper Waterways Association. The value to the United States of such a system, the admiral declared was sufficient from both an economic and military point of view to justify a bond issue to help pay the cost of construction.

Admiral Benson reminded the convention of the recently threatened railroad strike, pointing out how it would have effected progress and preparedness of the nation's first line defense.

"The industrial advantages of the plentiful and continuous inland water transportation," he said, "have been given much attention, but, in my opinion, the military value of such a system of waterways is not realized by the public. The threatened railroad strike, however, emphasized to the navy department how greatly an adequate system of transportation by inland waterways would add to national preparedness."

OCALA BANK DEPOSITS ON THE INCREASE

Statements published today show that the deposits of the Munroe & Chambliss National Bank have increased \$110,125.04 since September 12, 1915; and the deposits of the Ocala National Bank have increased \$101,106.37 in the same time. Mr. D. C. Stiles, cashier of the Commercial Bank, said this afternoon, when asked, that the deposits of his bank since September 12, 1915, have, in round numbers, increased \$70,000.

TO BE CONSIDERED LATER

The board of trade last night did not consider Mr. J. M. Meffert's proposition to issue industrial bonds for the purpose of bringing new industries to the city, nor was the establishment of a marketing bureau considered. Mr. Meffert, suffering with a bad cold, could not attend the meeting of the board. The two matters, both important, will be taken up later. Mr. Meffert's cold is very much better today.

GOT 'EM GOING

Star's Article Doing Away with Some of the Summer Stagnation

The Star's articles on Ocala commercial conditions have brought about some very spirited, good humored, discussions on the streets. One group on the street this morning warmed up to the discussion with so much spirit that it brought persons out of adjacent stores and offices. Someone suggested that if as much spirit could be aroused in the meetings of the board of trade much would be accomplished. Another suggested informal meetings of the board on the street corners.

A NEEDED IMPROVEMENT

The Ocala Iron Works has made a sample bench to be placed on the court house square. The bench is of iron with wooden slats. Attractive benches around the square, placed in the shade of the trees, would fill another need of the city, and provide for the comfort of visitors and shoppers.

A. C. L. SCHEDULE

Trains of the Atlantic Coast Line will arrive and depart in Ocala at the following times:

No. 37, Jacksonville to St. Petersburg, 2:18-2:25 a. m.

No. 38, St. Petersburg to Jacksonville, 2:25 a. m.

No. 10, Leesburg to Jacksonville, 5:40 a. m.

No. 151, Ocala to Wilcox, Monday, Wednesday and Friday, 6:10 a. m.

No. 35, Ocala to Lakeland (Sunny Jim), Tuesday, Thursday and Saturday, 6:40 a. m.

No. 141, Wilcox, Gainesville and Palatka to Ocala, 11:15 a. m.

No. 40, St. Petersburg to Jacksonville, 12:54-1:14 p. m.

No. 48, Homosassa to Ocala, 1:05 p. m.

No. 49, Ocala to Homosassa, 2:25 p. m.

No. 39, Jacksonville to St. Petersburg, 2:36-2:40 p. m.

No. 140, Ocala to Palatka, Gainesville and Wilcox, 4:10 p. m.

No. 9, Jacksonville to Leesburg, 9:05 p. m.

No. 150, Wilcox to Ocala, Monday, Wednesday and Friday, 6:45 p. m.

No. 32, Lakeland to Ocala (Sunny Jim), Tuesday, Thursday and Saturday, 9:50 p. m.

We give prescription work prompt attention—and what the doctor orders you get. The Court Pharmacy. tf

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"The industrial advantages of the plentiful and continuous inland water transportation," he said, "have been given much attention, but, in my opinion, the military value of such a system of waterways is not realized by the public. The threatened railroad strike, however, emphasized to the navy department how greatly an adequate system of transportation by inland waterways would add to national preparedness."

"The threat to stop rail transportation in a way simulated war conditions. Realizing this, the navy department set about, when the possibility of a strike arose, to devise ways of getting supplies and materials other than by railroad."

"The vital points from which transportation must be secured were found to be the Great Lakes, Schenectady, Pittsburg and vicinity, New Haven and vicinity, Bethlehem and vicinity, Easton and vicinity and the coal fields of West Virginia."

"The Massachusetts district was found to be, with on or two minor exceptions, easily reached by water. The Erie canal solved the problem of all the great manufacturers on the Great Lakes, Chicago, Detroit, Cleveland, Buffalo and Milwaukee. The Lehigh canal, although not kept up as it should be, gave us relief from Easton. The Delaware river provided an outlet from Philadelphia, Wilmington and that section. The Hudson extended the Erie canal's facilities to New York and also provided an outlet for the electrical material from Schenectady and vicinity."

"When it came to Pittsburg, however, trouble arose. It was first thought that satisfactory deliveries could be made from the Ohio river to Portsmouth, thence by the Ohio and Erie canal to Cleveland, or via the Ohio to the Muskingum and thence via the Ohio and Erie canal to Dresden. These canals were represented as being in active operation and preparations were made to use these routes if necessary. Both these routes had been allowed to become useless because of the failure of the state of Ohio to provide appropriations for their upkeep. Similar conditions have rendered useless the other waterways."

"Had these canals been kept up, they would have enabled the department to ship heavy plates and the necessary material for construction and repair work on battleships from Pittsburg via canal directly to New York. The failure to keep them up necessitated the working out of an elaborate trolley route to Buffalo, which, at its best, would have provided for only a small fraction of the 2,500 tons which were needed within six weeks at the New York yard alone, and this in time of peace with no war demands to be considered."

"The canal from Easton to Bristol was found to be too small. The Lehigh canal, being under the control of railroads, was also in poor shape for transportation, and the Morris canal, so far as information could be secured, was practically out of business. With these routes open and kept efficient, the all-important armor plate district of Bethlehem would be free of the necessity of using railroad transportation."

"In considering the coal districts, upon which a large portion of our merchant vessels depend, the situation was found to be hopeless. Without railroads, coal would lie idle at their moorings after a very brief cessation of railroad traffic. A water system for these mines would appear to be a most imperative military necessity."

"Some of the canals which we would like to use in time of emergency are leased to railroads by long-time contracts and the railroads have not kept them up or encouraged their use. It would seem a wise military precaution, also, that railroads leasing canals should be required to keep them in operating condition under penalty of forfeiture of lease."

"Our principal navy yards, private

Many Men Like Him Might Make a Republic Out of Mexico

(Associated Press)

Mexico City, Sept. 16.—Militarism was opposed and universal military training advocated in a Mexican independence day speech here by Felix Palavicini, minister of public instruction. He spoke as Carranza's official representative.

shipbuilding plants, arms and munition factories, powder magazines, etc., are located along or near the Atlantic coast. A system of adequate internal waterways connecting all these activities would be of value beyond estimation.

"As a concrete example of what it would mean to the safety of the nation, I will indicate briefly the value of a sufficiently deep and wide canal between the Delaware and Chesapeake bays. Should our navy, in time of war, meet a superior hostile fleet along our middle or southern Atlantic coast, Chesapeake Bay would naturally be the refuge of any injured ships. At such a time the combined use of the docks at Norfolk and Philadelphia might be vital. An adequate canal between the two bays would accomplish this big step toward preparedness."

"The same applies with equal force to a canal between deep water in the Delaware river and New York harbor and Long Island Sound. This would add two more exits to guard by a blockader, thus causing a still further division of his force, and divisions of force, as you will readily understand, are contrary to a principle of combat on which success very largely depends—concentration."

"A system of canals connecting the various ports along our Atlantic coast would facilitate and safeguard the passage of submarines, destroyers, torpedo boats, fast motorboats, etc., up and down our coast, wherever and whenever they might be needed."

"Information from abroad clearly shows the immense economic and military importance of the canal systems, particularly of Germany, in time of war. Quick transportation of war materials and men, and the enormous and undreamed of demand for supplies have been two outstanding features of the present war."

"The military needs alone have almost exhausted every transportation resource abroad, and, in addition, there is the civilian population which must be fed, clothed and provided for in many ways, and in this transportation forms an essential part."

NOTICE

To Our Friends and Customers: Owing to the big advance on flour and other raw material used in our line, we are compelled to raise the price on bread and other bakery goods. We dislike very much to do this but as you know flour and other materials have almost doubled in price, you can readily understand our reason for raising prices.

We are compelled to do so and after Sept. 16, 1916, our price for small loaves will be 6c., butternut and other 10c. loaves, 12c.; Pullman bread 18c., all rolls 12c. per dozen, cookies 12c. per dozen, doughnuts, 12c. per dozen, etc. Very truly yours, Carter's Bakery, Per T. C. Carter.

NOTICE

The regular monthly social of the Ladies' Aid Society, of the Presbyterian church, will be held at the residence of Mrs. George Campbell, Monday afternoon, September 18th, from 3:30 to 6 o'clock. All members and friends are cordially invited. Mrs. George Davis and Mrs. George Campbell will be the hostesses. Mrs. R. L. Anderson, Sec'y.

MAXWELL 1916 MODEL FOR SALE

I have repossessed a 1916 model Maxwell touring car and put same in first class condition. Will sell at a bargain; cash or time. R. R. Carroll, Ocala, Fla. tf

LADIES

Send me your old hats